

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL BATTALION.
THE ADMIRALTY have given
official permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public-School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
GOD SAVE THE KING.

Hongkong Daily Press.

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No. 17,835. 號五十三百八千七萬一第 日八十二月五年卯乙 HONGKONG, SATURDAY, JULY 10TH, 1915. 六拜禮 號十月七年四國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO DEPART.
July 10th.—Japan via Moji, Honolulu, Hilo,
Los Angeles, Salina Cruz,
Panama, Colon, Arica, Iquique,
Valparaiso and Coronel, at
11 a.m., per s.s. KIRO MARU.
July 10th.—Europe via Siberia, at 5 p.m.,
per s.s. YAMAGUCHI.
July 13th.—Philippine Islands, Japan via
Nagasaki, Honolulu, United
States, South America and
Canada via San Francisco and
United Kingdom via Canada, at
9.30 a.m., per s.s. NIPPON MARU.
July 13th.—Europe via Siberia, at 3 p.m.,
per s.s. SINGAPORE.
July 15th.—Straits, Ceylon, Malacca, and
London, at 11 a.m., per s.s.
KAMO MARU.
July 15th.—Formosa via Keelung, Shanghai,
North China, Japan via
Nagasaki, Victoria, B.C.,
Seattle, Wash., and United
Kingdom via Canada, at 1 p.m.,
per s.s. TACOMA MARU.
July 15th.—Europe via Siberia, at 3 p.m.,
per s.s. YAMAGUCHI.
July 17th.—Straits, Burma, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at 11
a.m., per s.s. SANDAN.
S.S.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notices
on the last page of this issue.

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Hongkong, 24th April, 1914. [540]

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TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
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THE WAR.

POWERFUL RUSSIAN RECOIL.

PURSUIT OF RETREATING INVADERS.

ITALIAN CRUISER SUNK

FURTHER SUCCESS OF BOTHIA'S FORCES.

BRITISH SUBMARINES IN BALTIC AND MARMORA SEAS.

MORE VIOLENT FIGHTING NEAR ARRAS.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ITALIAN CRUISER TORPEDOED.

NEARLY ALL CREW SAVED.

Rome, July 9th. A communiqué says:—During a Naval reconnaissance in force on Wednesday night in the Upper Adriatic the cruiser *Amalfi* was torpedoed and sunk at dawn. The crew, with admirable discipline, were drawn up on deck, and gave cheers for the King before they abandoned the ship. The Captain was the last to leave. Almost everyone was saved by our ships.

[The *Amalfi*, which was completed in 1909, was of 9,000 tons displacement. She carried four 10-inch, eight 8-inch, and eight 4.7-inch guns. Her speed was 23.6 knots.]

BRITISH SUBMARINE IN THE BALTIC.

SINKS THE "DEUTSCHLAND."

London, July 8th. The Press Bureau says it is officially announced in Petrograd that the submarine which successfully attacked the German warship of the *Deutschland* type off Danzig was a British vessel.

PLAYING THE GAME.

BRITISH SUBMARINES LEAVE PASSENGER SHIPS UNMOLESTED.

London, July 9th. British submarines in the Sea of Marmora are interfering with the transport of troops, but do not touch passenger ships. A steamer from Constantinople to Skutari met a submarine on the surface flying the Union Jack. The passengers went into a panic, but the steamer was not molested.

GERMAN SUBMARINE SUNK.

London, July 9th. Details of the sinking of the German submarine in the English Channel, mentioned officially in a message on the 9th inst., show that the patrol boat *Holland*, off Boulogne, fired 25 shots at short range at the submarine, which was hit and disappeared in a cloud of thick smoke, leaving a patch of oil on the surface. The submarine seemed of the most recent type.

TURKISH SUBMARINE ATTACKED BY DESTROYERS.

SEBASTOPOL, July 9th. Russian destroyers attacked near the Bosphorus a Turkish submarine, which fired a torpedo fruitlessly and disappeared when shelled.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

VIOLENT INFANTRY ACTIONS.

FRENCH APPROACHING SUCHEZ.

PARIS, July 9th. 5 p.m.

Today's communiqué says:—There has been another violent infantry battle, the Germans again attempting to capture the sunken road between Angres and Souchez. The attack was preceded by a very heavy bombardment, but all the German efforts were completely defeated. The French then took the offensive against Souchez, and succeeded in approaching the town, carrying a line of German trenches after annihilating all the defenders with grenades. We then progressed beyond, taking prisoners. The artillery action has been maintained in the Argonne. The Germans on one occasion tried to leave their trenches, but were driven back. The night was very lively between the Meuse and the Moselle, but the enemy did not attempt infantry fighting, except at Bois le Pretre, where two attacks were smothered at the outset.

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

TURKS' TROUBLES.

COAL SUPPLY STOPPED.

PETROGRAD, July 9th. Russian warships bombarding Zungul-dak sank nine ships laden with coal for Constantinople. Arrivals at Sofia from Constantinople state that the supply of coal has practically ceased, and a number of trains are unable to start. The inhabitants are depressed at the convoys of wounded. There have been frequent fires, one of which destroyed 2,500 houses.

NEW GERMAN AMBASSADOR TO THE PORTE.

LONDON, July 9th. Prince Hohenlohe of Langenburg, brother-in-law of the King of Roumania, and a relation of King Ferdinand of Bulgaria, will replace Count Wangenheim, the German Ambassador at Constantinople.

GENERAL.

[THROUGH REUTER'S AGENCY.]

INDIAN CONSOLIDATION BILL.

DISCUSSION IN THE HOUSE OF LORDS.

LONDON, July 8th. In the House of Lords, in the Committee stage of the Indian Consolidation Bill, Lord Islington dwelt at length on the report of the Consolidation Committee and its suggested amendments. Lord Islington said that they had a number on paper, including a series, replacing "British India" by "India," and also a number of amendments to schedule 5, but they were withdrawing them, firstly, in deference to the desire of the Select Committee that the Bill should not be used for amending the law, and secondly, in a consolidated form the Bill required many amendments to adapt it to modern usage and practice that the India Office considered it advisable to attempt to deal with these piecemeal. It was preferable to pass the measure in its present form as a basis for comprehensive amendment throughout after deliberate consideration by the India Office and consultation with the Raj. He asked Lord Macdonnell and all the other members who were proposing amendments for improving the Bill to wait till the Amending Bill was submitted. The latter had been "rafted," and portions had already been sent to India for consideration. Directly the Consolidation Bill was passed he would be able to introduce the Amending Bill. Lord Macdonnell opposed the omission of the word "British."

Lord Islington pointed out that its retention might prevent the appointment to the Council of an officer who had served, say, fifteen years in British India and three in an important post in a Native State. Lord Loreburn and Lord Parmour pointed out that the amendment involved a change of law. Lord Croke admitted this, and said such an amendment was unnecessary in a Consolidating Bill. The amendment was withdrawn.

On the clause providing that at any meeting of the Council the Governor General and one ordinary member may exercise all the functions of the Governor-in-Council, Lord Macdonnell moved that they should insert that ordinary and extraordinary members shall be entitled to attend all meetings, otherwise the Governor-General would summon one only. Lord Sydenham and Lord Middleton supported.

Lord Islington said he appreciated the arguments, but asked the House to adhere to the principle. The amendments of the law should be reserved for the amending Bill. He undertook that the proposal should be carefully considered in drafting the latter. The first session was drafted.

Lord Middleton said that they must also remedy the anomaly of the Council of India being required to meet weekly, while the Governor General's Council need never be convened. Sometimes the meetings were not sufficiently often.

Lord Kinnaird supported the amendment, remarking that the danger was no imaginary one.

After an appeal by Lord Lansdowne, who ridiculed the supposed danger, the amendment was withdrawn.

On clause 36, Lord Sydenham moved that they should omit all references to "natives." The British in India knew how educated Indians disliked being called natives.

Lord Islington said the Committee were careful to follow the exact phraseology of the Act of 1833, section 87 of which was regarded as a charter under which all Indians were allowed to hold office under the Crown. Any alteration in the wording, however trivial, would be regarded with deep suspicion.

Lord Croke supported Lord Sydenham, but the amendment was withdrawn. Various minor amendments were accepted and the Bill was reported.

LONDON, July 9th. All the amendments suggested by the Committee in Appendix B of the Indian Consolidation Bill have been carried, but Lord Islington withdrew various Government amendments, which action was not proposed by the Committee.

FURTHER EXPORTATION PROHIBITIONS.

LONDON, July 8th. The London Gazette announces that the exportation of jute yarns, jute piece goods, bags, and sacks is prohibited to all destinations.

[THROUGH REUTER'S AGENCY.]

SAYVILLE WIRELESS STATION.

TAKEN OVER BY AMERICAN GOVERNMENT.

New York, July 8th. The Government has taken over the German wireless station at Sayville, which is the only remaining means of communicating with Germany. Many complaints had been made recently that messages had been sent which violated American neutrality.

KILLED WHILE EXPERIMENTING.

Captain A. Soames, the airman, who was some time ago awarded the Military Cross, was killed at Upavon while experimenting with a high explosive bomb. He was hit by fragments at a distance of 90 yards.

"FALABA" ENQUIRY FINDING.

ESTABLISHES THAT SUBMARINE CREW JEERED AT VICTIMS.

LONDON, July 8th. Lord Morsey, President of the Court of Enquiry into the *Falaba* tragedy, in his judgment, says that the life-saving measures were promptly carried out, and discipline maintained. The submarine did not attempt to save life, and there was evidence that the submarine crew laughed and jeered while men and women were drowning.

DEVASTATING TORNADOS IN AMERICA.

GREAT LOSS OF LIFE.

LONDON, July 9th. Tornados and cloud bursts, sweeping Missouri, Illinois, Indiana, and Ohio, have devastated the regions and caused great loss of life. A passenger train was blown off the track and a number of towns were covered with wheat blown from the fields. Over 20 were killed in Cincinnati, and also many were drowned in the Ohio River by the overturning of two boats.

FIRE ON A LINER.

New York, July 8th. The liner *Minnehaha*, bound for London, has sent a wireless message from the mid-Atlantic saying that the ship is fighting fire in hold No. 2. [The *Minnehaha* belongs to the Atlantic Transport Co. and flies the British flag. She is of 13,714 tons gross, and was built in 1900.]

BRITISH REGISTER BILL.

LONDON, July 8th. The House of Commons has passed the third reading of the Register Bill.

CONDITIONS AT TSINGTAU.

STATEMENT BY GENERAL KAMIO.

Lieut. General Kamio, who commanded the Japanese forces during the recent operations at Tsingtao, and who has arrived at Tokyo from Tsingtao to take up his new duties as Governor of Tokyo, is quoted by the *Kokumin* as stating that order has been completely restored in Tsingtao, and the electric-light and telephone services are in good repair. Work of the waterworks is also approaching completion, and water can be supplied to the whole city if only more apparatus can be fitted. The Shanghai Railway is also gradually being improved, and profit on the working is actually accruing. A boycott of marines prevails at Tsinanfu and Lichien, and Japanese merchants in those regions are suffering losses.

In Tsingtao, where the Japanese garrisons are stationed, so much movement is observable, but small Japanese merchants are greatly affected. Eight or nine out of every ten Japanese residents in Tsingtao at present were former settlers in Chosen or Manchuria, who are reduced to a penniless condition. It is much to be deplored that these good-for-nothing fellows are proving themselves obnoxious and regardless altogether of order. What Tsingtao stands badly in need of at present is the inauguration of proper monetary organs for commercial purposes, in default of which the development of commerce in the port is out of the question. The Branch Office of the Specie Bank is the only Japanese Bank existing in Tsingtao, but it is not sufficient for the development of Japanese commerce there—*Japan Gazette*.

SOLDIERS AT HOME.

NEW SCALE OF ALLOWANCES.

The War Office on May 23rd announced that a new allowance, to be known as the "family allowance," comes into force at once for soldiers living at their own homes in the United Kingdom. This allowance will consolidate all existing allowances for lodging, fuel, light, ration, and separation, and the soldier will draw a weekly sum according to the following scale, tabling from Class 15 to Class 20:—

Soldier with wife only (winter), 28s. 7d.	to 20s. 5d.; (summer), 26s. 3d. to 19s. 10d.
With wife and one child, 29s. 3d. to 21s. 6d.	
With wife and two children, 32s. 8d. to 24s. 6d.	
With wife and three children, 34s. 8d. to 26s. 6d.	
With wife and four children, 36s. 8d. to 28s. 6d.	

For each additional child, 2s.

THE DAY OF THE "75."

A FRENCH "SOLDIERS AT THE FRONT" FUND.

The French Touring Club, who started the "Soldiers at the Front" Fund for the purpose of collecting and sending to the fighting men of France gifts which the public wished to contribute towards making the conditions of their life more comfortable, has now initiated what is to be known as the "Day of the '75'" with the object of assisting this Fund. The articles specially mentioned as desirable are waterproofs, woollen underclothing, woollen slippers, socks, drawers, handkerchiefs, gloves, towels, tincture of iodine, soap, candles, thread, cord, postcards, playing cards, tobacco, pipes, cigarette-paper, chocolate, etc. The "Day of the '75'" movement is under the high patronage of the President of the French Republic, the Representatives of the Public Powers, the Presidents of the Senate, and the Chamber of Deputies, the President of the Cabinet and the Ministers of War, Navy and Interior. From the appeal which is signed by the President of the French Touring Club and countersigned by the Minister of the Interior, in signification of his approval, we quote the following:—

The resources which the "Soldiers at the Front" Fund may derive from this "Day" will enable the organisers to send many more of these articles. To this effect the persons who will kindly deliver the pretty little badge, bearing the image of our marvellous field-gun, will accept in exchange any generous gift from the receivers. Those badges are the property of the "Fund" who had them registered, according to the prescriptions of the law. They may be offered to the public only by duly authorized persons who will wear cards of identification.

Do give, and there will be joy in the trenches.

Do give, and your gift will enhance the glory of the hero of this day—the 75 m/m Gun.

In August last, at a time when France seemed to be bending under the most formidable rush that ever a people had to bear from an enemy, the 75 m/m gun allowed us to keep up our spirit. It was there, supporting French pluck. It was in the eyes of the world a symbol of victory.

This is why the "Day of the '75'" will help to the glorification of its splendid services. The little badge, which on this day will shine on our breasts, will be kept by all of us among our precious "Souvenirs," as an expression of our unanimous confidence, and we will all say to our brave soldiers: "Thank you, Friends! Our Hearts are close to yours!"

CHINESE AVIATOR TO FLY AT SHATIN.

Mr. "Mike" Newman, manager for Mr. Tom Gunn, the well-known Chinese flyingman, informs us that arrangements have been made with the authorities for Gunn to give flying exhibitions over Shatin Valley during the first week in August. A percentage of the receipts will be given to the Overseas Flying Fund, and the aviator hopes that the exhibition flights will be so well attended that sufficient funds will be acquired, with donations from the Chinese public, to furnish another aeroplane complete for the British Air Service. With this object in view Gunn approached the Chinese Chamber of Commerce, and has enlisted the help of this body.

Gunn has been making some sensational flights, including "looping-the-loop," in the Philippine Islands, and it is interesting to record that he was one of the first foreign aviators to offer his services to the British Government. Four hours after the declaration of war became known he cabled to London placing his machine and himself at the disposal of the authorities, but the offer was declined with regret and an intimation that his offer was much appreciated. Mr. Newman also volunteered his services. Mrs. Newman, an enthusiastic airwoman, who has ascended with Gunn on over 120 occasions in the Philippines, will probably go up with him in Hongkong. Gunn will also give flights at Canton, and will subsequently proceed to Singapore.

The Japan papers report the death of Mr. H. J. Snow, for many years Secretary of the Yokohama United Club. Mr. Snow's association with Japan dated from 1869, when he commanded a fleet of schooners on otter-hunting in the Northern waters. His experiences are described in a work entitled "In Forbidden Seas: Recollections of Sea-Otter Hunting in the Kuriles." While on his many hunting trips to the Kuriles Captain Snow made many notes on their physical features, fauna, flora, and meteorology, etc., and he also made a survey of nearly every island on the chain. The results were embodied in "Notes on the Kurile Islands," one of the extra publications of the Royal Geographical Society, and for this Captain Snow was honoured with the Back Grant and Diploma. The charts prepared by Captain Snow were accepted and published by the British Admiralty and are those now in use. The "Notes" have since been translated and published in Japanese by order of the Japanese Government.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, June 30th.

THE PARTY STRIFE.

That the recent sensational changes in the administration were due to party strife is undoubtedly the fact, but the Government does not wish this discreditable view to be accepted and prefers to have it attributed to the desire to purify the administration and eliminate "squeeze." Just as you may take a horse to the well but cannot make him drink, so all kinds of official statements and explanations may be furnished to the public, but few if any will accept what they do not believe to be true, and most people here continue to believe that the dismissal of Chang Hu was nothing but a brilliant coup achieved by the Anhui men. I should have mentioned last week when writing on this subject that I had been informed a few days before the sensational dismissals were announced that the President had called together the leaders of both parties and lectured them on the necessity of sinking party differences and working together in the common interests of the country. If the "old man" did talk straight, as I was informed, it would appear that his words had not sunk very deeply. At any rate it seems to be too much to hope that party feeling will disappear by word of command, though it has to be confessed that the President's word of command has wrought big changes within the past few years.

FURTHER IMPROVEMENTS. The impeachment and dismissal of Chang Hu has been followed by a surprising series of impeachments, including the Minister of Communications, the Vice-Minister of War, several Governors, among the latter being Chang Ming-Chi, the Governor of Kwangsi, and many others. It is said that even Liang Shih Yi is not immune from the attentions of the Censorate, but it is open to question if the President will allow such an important personage and an old and valued friend and confidant to be the victim of party strife, no matter in what form it may be disguised. There is no doubt that, figuratively speaking, heads have been falling in Peking during the last fortnight and that there is considerable uneasiness, not to say grave anxiety in every Government department. The effect of such wholesale dismissals and executions is certainly unsettling and might not be regarded as calculated to advance the credit of the present administration, but though the methods are open to criticism, there seems to be little doubt that the ultimate result will be good.

I understand that the investigation of the alleged "grafting" in connection with the Tientsin-Pukow Railway is being proceeded with, and that interesting disclosures may be expected.

In passing I might repeat one statement which is being circulated *apropos* the present "purification" campaign, that is, that the total amount of "squeeze" derived by the several gentlemen whose conduct is being investigated exceeds the 5,000,000. The great point which was made against the dismissal of Chang Hu was that he had been convicted and punished without being accorded a fair trial. That this was so constitutes a serious indictment against Chinese legal procedure, which the world had been led to believe was being Westernised and improved. Following the *caput* of that defeat comes the announcement that Chao Ching Hui, the director of the Tientsin-Pukow Railway, who is under arrest charged with embezzlement of the railway moneys, is being very badly treated. I am told that he has to pay a dollar for a bowl of porridge, and for a bowl of rice he has to pay as much as two dollars. The poor fellow who he now receives must be particularly hard on a man whose previous monthly expenses are said to have amounted to thousands of dollars.

ALLEGED BOYCOTT. The Government have taken a correct step in issuing a Mandate pointing out the disadvantages of a boycott, both to the boycotters and the boycotted, and in calling upon the Governors of the Provinces to prohibit such action within their respective jurisdictions. Still there seems to be little doubt that the Chinese sentiment has not been changed by the Mandate, and Japanese trade with China, whether affected by the war or any other cause, is not likely to show any decided flip for some time to come.

SUMMER SEASON. Notwithstanding the absence of so many foreigners from Peking owing to the war, the summer resorts seem to be as popular as ever. At Peitshih especially all the available accommodation has been utilised and there is a demand for more. Visitors to these resorts all complain about the vexatious and exorbitant charges made by the voracious donkey-men who are making more hay than usual while the sun shines. The season is a particularly good one, and blankets are needed at night, while, during the day, visitors cannot afford to be too lightly clad.

MUSIC ON THE WALL. One of the pleasant features of summer in Peking has been revived this week by the newly-organised Philharmonic Band playing selections on the wall near the Water Gate in the evening. The electric light for the bandstand is supplied by the Peking Electric Company, and the pleasure of the promenade along the ancient structure is considerably enhanced, especially when the moon casts its silvery light over this most interesting of cities.

THE JAPANESE MINISTER. Reports continue to be published that Mr. Hiroki, the Japanese Minister, was to be recalled to Tokyo, and replaced by another diplomat whose special mission would be to bring about better relations between the two nations. On inquiry at the Japanese Legation, I am informed that nothing is known of such a contemplated change, and it is believed that Mr. Hiroki will remain in his post, though very probably he may proceed to Japan on a short vacation.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	(ORIENTAL) ... Capt. A. L. Valentini	About 15th July	Right and Passage
LONDON VIA USUAL PORTS	(SARDINIA) ... Capt. J. T. Jeffery	Noon, 17th July	See Special Advertisement
LONDON VIA USUAL PORTS	(KASHGAR) ... Capt. H. N. Rivers, R.N.R.	Noon, 31st July	Freight and Passage
SHANGHAI, MOJI, KOBE NO E.	(KASHGAR) ... Capt. D. A. Barry	About 26th Aug.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to—

E. A. HEWETT,

Superintendent.

Hongkong, 8th July, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
ILOILO	"YOGHOW" ...	On 16th July, 2 P.M.
SHANGHAI	"LUCHOW" ...	On 17th July, 4 P.M.
SHANGHAI	"SINKIANG" ...	On 18th July, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA" ...	On 18th July, 4 P.M.
SHANGHAI	"YINGCHOW" ...	On 19th July, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING" ...	On 20th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
SS. "LINTAN" and SS. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."
SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI," "CHENAN," and the SS. "KANCHOW," "LIANGHONG," "LUCHOW," and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 10th July, 1915. TELEPHONE 35. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, with the Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	TRAVELING
"HAICHING" ...	Capt. W. C. Pastmore	TUESDAY, 13th July, at 2.30 P.M.
"HAIMUN" ...	Capt. A. H. Stewart	FRIDAY, 16th July, at 2.30 P.M.
"HAITAN" ...	Capt. J. W. Evans	TUESDAY, 20th July, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 10th July, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.
EASTWARD

SS. "SANGOLA" 3,182 tons, Capt. Milne, R.N.R. will be despatched for SHANGHAI, KOBE and MOJI on 23rd July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 7th July, 1915.

AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MANILA SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMERALD ...	15th July	On 22nd July, 11 A.M.
EASTERN ...	2nd Aug.	On 9th Aug., 11 A.M.
ALDENHAM ...	23rd Aug.	On 23rd Aug., 11 A.M.
ST. ALBANS ...		On 17th Sept., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

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23

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong
* NIPPON MARU ...	11,000—18 knots	TUESDAY, 13th July
SHINYO MARU ...	22,000—21 knots	TUES., 27th July
CHIYO MARU ...	22,000—21 knots	TUES., 24th Aug.
TENYO MARU ...	22,000—21 knots	TUES., 14th Sept.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.

"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
" " " NEW YORK	£60. ...	" " " £86.10.
" " " SAN FRANCISCO	£45. ...	" " " £68.

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SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

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Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.
SALINA CRUZ, PANAMA, CALLAO IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU ...	17,200—15 knots	Saturday, 10th July

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,

King's Building.

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TELEPHONE 29.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

STEAMERS

TO SAIL

FOR SHANGHAI, KOBE AND YOKOHAMA	POLYNESIESE	On 13th July.
(Without Transshipment)		
FOR MARSEILLES VIA SAIGON AND PORTS	HOMeward	On 7th Aug., at 1 P.M.
(Without Transshipment)	POLYNESIESE	

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915.
TO KOBE \$135. TO YOKOHAMA \$150.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA

Steamer "TACOMA MARU" ... T. Hamada ... THURSDAY, 15th July, at 3 P.M.
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DAIJIN MARU" ... K. Murakami ... THURSDAY, 15th July, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

"SOSHU MARU" ... A. Kobayashi ... WEDNESDAY, 21st July, at 10 A.M.

FOR HAIPHONG DIRECT.

Steamer Captain Leaving

"KEIJO MARU" ... IMAIZUMI ... SUNDAY, 11th July, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,

MANAGER,
Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer to	Due at MARSEILLES	Due at LONDON
YOKOHAMA	[COLOMBO]	HAI	KONG	MARSEILLES and LONDON	LES	LONDON
p.m.		about	about			
July 18	SARDINIA ...	July 25	July 30	MONGOLIA ...	Aug. 15	Aug. 22
—	KASHGAR ...	July 25	July 30	MALWA ...	Aug. 28	Sept. 4
—	MALTA ...	Aug. 9	Aug. 14	PERSEA ...	Sept. 11	Sept. 18
—	NOVARA ...	Aug. 23	Aug. 27	MORBA ...	Sept. 25	Oct. 2
Sept. 13	SARDINIA ...	Sept. 5	Sept. 10	MAJOJA ...	Oct. 9	Oct. 16
—	NANKIN ...	Oct. 4	Oct. 9	ARABIA ...	Oct. 23	Oct. 30
Oct. 25	MALTA ...	Oct. 17	Oct. 22	MOLDAVIA ...	Nov. 6	Nov. 13
Nov. 8	NOVARA ...	Nov. 1	Nov. 6	KHYBER ...	Nov. 21	Nov. 27
—	SARDINIA ...	Nov. 14	Nov. 19	MEDINA ...	Dec. 4	Dec. 11
—	NANKIN ...	Nov. 14	Nov. 19	MONGOLIA ...	Dec. 18	Dec. 25

Passengers change Steamers at COLOMBO.

Accommodation in the connecting steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	Accommodation	Single	Return
1st Saloon "A"	£70.	£105.	£175.
2nd Saloon "B"	£40.	£60.	£100.
2nd Saloon "C"	£30.	£45.	£75.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y.H.A.M.	Leave SHANGHAI	Leave H.KONG.	Leave SPORE.	Due at Marseilles, if calling	Due at LONDON
KASHGAR ...	about July 19	about July 26	about July 30	about Aug. 4	about Sept. 6	about Sept. 15
NORE ...	Sept. 13	Sept. 23	Sept. 29	Oct. 5	Nov. 5	Nov. 14
NELLORE ...	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 23
NAGOYA ...	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30	Jan. 7

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £81. Return £121. 2nd Saloon £43. Single £57. Return £87.

FARES TO MARSEILLES: 1st Saloon £40. Single £60. 2nd Saloon £30. Single £45.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	KAMO MARU	15,000	THURSDAY, 16th July, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KASHIMA MARU	20,000	THURSDAY, 29th July, at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU	12,500	TUESDAY, 27th July, at 4 P.M.
	AWA MARU	12,500	TUESDAY, 10th Aug., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,000	FRIDAY, 16th July, at 4 P.M.
	HITACHI MARU	13,500	TUESDAY, 17th August, at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	HAKATA MARU	12,500	SATURDAY, 10th July.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	JINSEN MARU	8,000	THURSDAY, 22nd July.
KOBE and YOKOHAMA	KAWACHI MARU	12,500	MONDAY, 19th July.
SHANGHAI, MOJI and KOBE	KAMAKURA MARU	12,500	THURSDAY, 22nd July.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU	13,500	FRIDAY, 16th July, 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	SUWA MARU	21,000	TUESDAY, 13th July, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
KAMO MARU	15,000 Tons	Thurs., 16th July
KASHIMA	20,000	Thurs., 29th July
MISHIMA	16,000	Thurs., 12th Aug.
SUWA	21,000	Thurs., 26th Aug.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
SADO MARU	12,500 Tons	Tues., 27th July
AWA	12,500	Tues., 10th Aug.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos 292 and 194.

